reservation to passengers at short notice. The reservation under this scheme commences at 8 A.M. on the previous day of the journey. The scheme is being introduced in more and more trains.

Gauge-conversion in Gujarat

772. SHRI BRAHMA KUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) whether gauge conversion of NG/MG lines into BG lines on the Navlakhi-Dahinsara, Morbi-Wankaner and Dahinsara-Maliya Miyana Railway lines in Gujarat has been sanctioned;

(b) if so, the details thereof;

(c) whether the work of gauge conversion has been started; and

(d) if so, when and by when the work would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (d) Yes, Sir. This work is already sanctioned in the year 1995-96. All clearances have been received and the work has been taken up. Work is planned to be completed in 1999-2000 subject to availability of resources.

Extension of Suburban railway network in Mumbai

773. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken fresh initiatives to upgrade/strengthen/extend suburban railway network in Mumbai;

(b) if so, the details of the projects finalised/approved/under implementation/under consideration and progress achieved thereon, project-wise with present status thereof; and

(c) the details of action plan finalised for the current year and Ninth Five Year Plan period-physical and financial targets set, financing pattern finalised for various agencies to strenthen and modernise suburban Railway transport, ensuring safety and security?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes Sir, Upgradation/strengthening and extension of suburban railway network in Mumbai is a continuous process. Recently Memorandum of Understanding (MOU) has been signed between Government of Maharashtra and Indian Railways for setting up of Mumbai Rail Vikas Corporation to undertake the projects, which have been identified under Mumbai Urban Transport Project-II (MUTP-II). Cost of these projects will be shared in a ratio of 50:50 between Government of Maharashtra and Indian Railways.

(b) and (c) Following are the details or projects which are already sanctioned and are under different stages of implementation:—

Cost of projects under S. Nos. 1, 2 and 3 is being shared between CIDCO and Indian Railways in a ratio of 67:33 S. Nos. 1 to 6 belong to Central Railway, while S. Nos. 7 to 10 pertain to Western Railway.

In addition to above, the following projects have been identified under MUTP-II, which may be taken up in the IX & X Plan period subject to availability of funds under MTP Plan Head. Some of these projects, as also procurement of AC/DC EMUs could be taken up with the assistance of World Bank. The details are under discussions with the World Bank, and others concerned.

(i) Western Railway optimisation (including 12 car rakes on through line)

(ii) Central Railway optimisation (including 12 car rakes on through line)

(iii) Central Railway 12 cars on local line

(iv) Western Railway 12 cars on local line

(v) 6th line Borivali-Santacruz

(vi) Bandra-Kurla East West Line

(vii) Optimisation on Harbour Line

(viii) 5th line Kurla-Dadar-CST

Rs in Crores

S. No.	Name of Work	Total Cost	Exp. upto 31.3.98	Outlay 98-99
1.	Thane-Turbe-Nerui-Vashi part of Corridor No. 2 in New Mumbai	Rly. 131.47	40.56	20.00
		CIDCO 271.92	22.87	68.22
		Total 403.39	63.43	88.22
2.	Belapur-Panvel Double Line	Rly. 92.34	42.52	26.34
		CIDCO 187.49	36.37	26.17
		Total 279.83	78.89	52.51
3.	Seawood-Urban Electrified Line	Rly. 163.49	0.21	18.00
		CIDCO 331.95	4.19	16.13
		Total 495.44	4.40	34.13
4.	Mumbai Division-Conversion of 1500 v DC to 25 Kv AC traction system	547.57	0.13	11.50
5.	Kurla-Thane (Phase-I) Additional pair of lines between Kurla and Bhandup.	49.84	14.26	25.00
6.	Kurla-Thane (Phase-II) Additional pair of lines between Bhandup and Thane.	46.69	0.00	5.00
7.	Conversion of 1500 v DC to 25 Kv AC from Churchgate to Virar	184.94	0.24	11.14
8.	5th line between Santacruz and Borivali	64.17	23.40	20.00
9.	Quadrupling of Tracks between Borivali and Virar.	401.66	0.04	35.00
10.	Automatic Block signalling between Virar and Dhanu Road	27.19	0.01	10.00

For safety and security of suburban commuters, coaches are maintained regularly. Maintenance and renewal/replacement of track is a continuous process.

AIMS and objects of CSIR

774. SHRI E. BALANANDAN:
SHRI S. RAMACHANDRAN PILLAI:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) what were the aims and objects of CSIR when it was first established;

(b) whether the same are being fulfilled;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI): (a) The Council of Scientific and Industrial Research (CSIR) was formed in 1942 as an autonomous society with a wide charter off functions. These included promotion, guidance and co-ordination of scientific and industrial research, collection and dissemination of information on research and industry, founding of laboratories to further scientific and industrial research and exploitation of the research results for development of industry. CSIR was also charged with other tasks such as rendering assistance to other institutions, conducting research, awarding fellowships and publishing scientific journals.

(b) and (c) Over the years CSIR has performed its assigned role in consonance with national needs and priorities. CSIR today is a well knit, co-ordinated, action oriented network of 40 research laboratories spread throughout the country with the mission of providing scientific and industrial R&D that maximises the economic, environmentatl and societal benefits for the people of India. CSIR carries out R&D of value not only to industry but also to other sectors of economy such as agriculture, aerospace health, power utilities, mining, defence etc. It carries out R&D in areas of